

Issued in Renton, Washington, on October 26, 1995.

Darrell M. Pederson,

*Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.*

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#### 14 CFR Part 39

[Docket No. 95-SW-14-AD]

#### **Airworthiness Directives; Eurocopter Deutschland GmbH (ECD) Model BO-105, BO-105A, BO-105C, BO-105S, BO-105LS A-1 Helicopters**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Eurocopter Deutschland GmbH (ECD) (Eurocopter) Model BO-105, BO-105A, BO-105C, BO-105S, BO-105LS A-1 helicopters. This proposal would require a ground test and inspection of the tandem hydraulic switch-over system (switch-over system) for component wear and parts replacement, if necessary. This proposal is prompted by incidents involving Model BO-105 series helicopters in which, during the switch-over from Hydraulic System 1 to Hydraulic System 2, a 3-inch drop in the collective occurred, caused by component wear in the switch-over system. The actions specified by the proposed AD are intended to detect switch-over system component wear, which could result in a sudden drop in the collective and a sudden loss of altitude.

**DATES:** Comments must be received by January 2, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-14-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert McCallister, Aerospace Engineer,

Rotorcraft Standards Staff, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5121, fax (817) 222-5961.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-SW-14-AD." The postcard will be date stamped and returned to the commenter.

##### **Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-14-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

##### **Discussion**

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for the Federal Republic of Germany, has notified the FAA that an unsafe condition may exist on Eurocopter Deutschland GmbH (ECD) (Eurocopter) Model BO-105 series helicopters. The LBA advises that excessive wear on tandem hydraulic units may exist on certain Eurocopter Model BO-105 series helicopters. Wear of more than 0.5mm in the switch-over components may prevent normal switching from Hydraulic System 1 to Hydraulic System 2.

Eurocopter has issued MBB-Helicopters Alert Service Bulletin ASB-BO 105-40-102, dated April 20, 1989, applicable to all BO-105 series helicopters with tandem hydraulic units, part numbers 105-45021, 105-45023, or 105-45028, having valve body manifolds D133-756, D133-756E, ZE1-126-I, ZE2-126, or ZE2-126-1, installed on Hydraulic System 1 or Hydraulic System 2. This service bulletin specifies procedures for a ground test of the tandem hydraulic switch-over system to determine whether excessive wear exists. The LBA classified this service bulletin as mandatory and issued AD 89-123/2 MBB, dated October 25, 1989, in order to assure the continued airworthiness of these helicopters in Germany.

This helicopter model is manufactured in Germany and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

There has been a recent occurrence in the United States that may have been attributable to this out-of-tolerance condition. Since an unsafe condition has been identified that is likely to exist or develop on other Eurocopter Model BO-105, BO-105A, BO-105C, BO-105S, BO-105LS A-1 helicopters of the same type design registered in the United States, the proposed AD would require that a ground test be conducted of the tandem hydraulic switch-over system to detect component wear and require parts replacement if necessary. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that 165 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 5 work hours per helicopter to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts, if needed, would cost approximately \$750. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$173,250.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and

the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

Eurocopter Deutschland GmbH (ECD):  
Docket No. 95-SW-14-AD.

**Applicability:** Model BO-105, BO-105A, BO-105C, BO-105S, and BO-105LS A-1 helicopters with tandem hydraulic units, part numbers (P/N) 105-45021, 105-45023, or 105-45028, having valve body manifolds D133-756, D133-756E, ZE1-126-I, ZE2-126, or ZE2-126-1, installed on either Hydraulic System 1 or Hydraulic System 2, certificated in any category.

**Note 1:** This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority

provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To detect switch-over system component wear, which could result in a sudden drop in the collective and a sudden loss of altitude, accomplish the following:

(a) Within 50 hours time-in-service after the effective date of this AD, and thereafter at intervals not to exceed 1 year, conduct a ground test of the tandem hydraulic system and an inspection of the switch-over system linkage for wear in accordance with section A, "Inspections Required," of the Accomplishment Instructions of MBB-Helicopters Alert Service Bulletin ASB-BO 105-40-102, dated April 20, 1989. Based on the results of this ground test, accomplish the following as appropriate:

(1) If no switch-over reactions occur during the ground test, no further action is required.

(2) If any switch-over reaction occurs during the ground test, perform the additional inspections of the switch-over system and perform the required maintenance procedures in accordance with section B, "Work Procedure," of the Accomplishment Instructions of MBB-Helicopters Alert Service Bulletin ASB-BO 105-40-102, dated April 20, 1989.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(c) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on October 26, 1995.

Eric Bries,

Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.

[FR Doc. 95-27202 Filed 11-1-95; 8:45 am]

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### 14 CFR Part 39

[Docket No. 95-SW-01-AD]

### Airworthiness Directives; Societe Nationale Industrielle Aerospatiale and Eurocopter France Model SA-365N, N1, and N2 Helicopters

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Societe Nationale Industrielle Aerospatiale and Eurocopter France (Eurocopter France) Model SA-365N, N1, and N2 helicopters. This proposal would require an inspection of the door jettison systems to determine if the handle shafts are locked to the jettison systems. If the inspection indicates the handle shafts are locked to the jettison systems, the proposal would require installation of a snapwire on the jettison systems and a visual inspection of the door jettison handles to determine whether two spring pins are installed, and installation of a second spring pin, if necessary. If the initial inspection indicates that the handle shafts are not locked to the jettison systems, the proposal would require replacement of the sheared spring pin with two spring pins. This proposal is prompted by a factory inspection performed by the manufacturer that revealed that the forward passenger door jettison handles may have been fitted with one spring pin instead of two spring pins at the door jettison handle attachment points. The actions specified by the proposed AD are intended to prevent a loss of the doors in flight and subsequent damage to the horizontal stabilizer, main fin, or lateral fins.

**DATES:** Comments must be received by January 2, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-01-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.